



DEPARTMENT OF THE AIR FORCE
90TH MISSILE WING (AFGSC)

20AFI24-301_20AFGM2014-01

21 March 2014

MEMORANDUM FOR 20 AF UNITS

FROM: 20 AF/CV
6610 Headquarters Drive, Suite 1
F. E. Warren AFB WY 82005-3943

SUBJECT: Twentieth Air Force Guidance Memorandum to 20 AFI 24-301, *Transportation Control Center (TCC) Operations and Vehicle Operations Within And Outside The Missile Field Complex*

Releasability: There are no releasability restrictions on this publication.

By Order of the Commander, Twentieth Air Force, this 20 AF Guidance Memorandum immediately implements changes to 20 AFI 24-301, *Transportation Control Center (TCC) Operations and Vehicle Operations Within And Outside The Missile Field Complex*, dated 1 September 2009. Compliance with this memorandum is mandatory. To the extent its directions are inconsistent with 20 AF publications, the information herein prevails, IAW AFI 33-360, *Publications and Forms Management*.

The following are key changes to this memorandum: approval authority for travel in RED and YELLOW conditions, approval authority for upgrading RED and YELLOW travel conditions, approval authority for visiting teams, changing TCC to Transportation Control Function (TCF) and added TCF Checklists at Attachment 2.

This memorandum becomes void after one-year has elapsed from the date of this memorandum, or upon publication of an Interim Change or rewrite of the affected publication, whichever is earlier.

SCOTT M. FOX, Colonel, USAF
Vice Commander

2. TCF Activities. TCF serves as the wing commander's single agency charged with tracking all government vehicle movement in the missile complex to present a complete synopsis of all travel and road conditions to wing agencies. The TCF has sole responsibility for monitoring road conditions and tracking official travel to/from/within the missile complex and will not be duplicated by other agencies. TCF works closely with all wing, group, squadron and work center personnel to include Missile Security Control (MSC), Missile Maintenance Operations Center (MMOC) and Alternate Command Post (ACP) to track teams, advise on risk management decisions and to inform personnel of current road conditions during pre-mission planning or of any changes while traveling in the missile complex.

2.1. TCF will:

2.1.6. Coordinate changes to TC with the group commander (or designated representative no lower than squadron commander) for TC RED or flight commander, missile combat crew commander, flight chief, or equivalent level for TC YELLOW.

2.1.6.1.1. TCF will consult the flight commander, missile combat crew commander, flight chief, or equivalent of the agency requesting upgrade of TC from YELLOW to GREEN. All group commanders will be notified of change, if approved.

2.1.6.1.2. TCF will consult the group commander, or designated representative, to upgrade TC from RED to YELLOW or GREEN. This may be delegated no lower than the squadron commander.

2.1.7. (Added) Report travel conditions to 20 AF/Operations Center upon request.

2.1.8. (Added) Be centralized and operate as the wing's single point agency consolidating all travel conditions and vehicle movements reported by assigned units.

3.3. All 2M0XX PT/TE tractor/trailer operators will prepare and operate large maintenance vehicles IAW AFGSCI 21-106, *Large Maintenance Vehicle Operations*.

3.4. All trips traveling to/from/within the missile complex must contact TCF prior to their departure and upon arrival at their destination. Conduct trips in support of Treaty Compliance Inspections IAW appropriate Treaty Annexes. Exceptions can be made for higher headquarter inspections.

3.5. Pass trip information to TCF via landline, cell phone, radio, fax, or e-mail prior to departure from the support base, MAF or LF or designated stopping point.

3.5.1. At a minimum, trips will provide TCF with trip number/call sign, vehicle registration number, number of personnel, destination, travel route, estimated arrival time, and any authorized stops.

3.6.1. All trips will use primary or secondary/alternate routes identified in the route folder unless the appropriate authority approves a deviation. Obtain authorization prior to trip

departure, when possible. Any additional deviations require approval from the appropriate authority. Approval authority for deviations is the requesting Group/CC or designated representative (no lower than squadron commander).

3.6.3. Missile field maintenance personnel required to perform maintenance at locations other than LFs or MAFs (HICS teams, Cable Affairs, etc.) will inform TCF when vehicles must travel on other than primary and/or secondary/alternate routes. Teams will notify TCF prior to deviation from approved routes to accomplish equipment repairs/inspections and do not require separate authorization. Prior to traveling on non-approved routes, personnel will attempt to gather information from TCF utilizing local and state resources to assess road status.

3.7.1. The folder will identify approved route of travel to each LF and MAF from home base. The directions will clearly indicate primary routes (vehicles over 20,000 pounds GVWR) and secondary/alternate routes (all other routes approved for use within the missile complexes), as well as road surfaces (paved, gravel).

3.9. Short, periodic non-duty related rest stops are authorized as determined locally, when not prohibited by instructions or force protection conditions. Notify TCF prior to stopping and upon travel continuation for stops exceeding 10 minutes.

4.1. Road probes are used when road conditions for safe travel are questionable. After verifying current road conditions through TCF, weather services, and individual state road condition reports, it may be necessary to probe a road to determine if it meets the parameters for safe travel. Road probes will be conducted by highly-experienced supervisory personnel only after proper risk assessment has been accomplished and is authorized by group commander. This may be delegated no lower than the squadron commander.

4.3.1. Permission is not required for security forces response to alarm situations regardless of road/weather conditions. However, the Flight Security Controller (FSC) or MSC will contact TCF as soon as possible to obtain road condition information, provide departure information and notification to TCF/SF flight leadership of alarm condition response.

4.3.2. (Deleted)

4.4. For visiting teams, the team chief/senior individual is dispatch authority for team members for missile complex travel in TC GREEN/YELLOW. For TC RED, dispatch authority is provided in conjunction with the wing commander, vice wing commander, or designated group commander. Anyone authorizing travel is required to use wing-approved Risk Management driver risk assessment procedures and take steps to mitigate moderate to high-risk situations.

5.1. Government vehicle operators, to include but not limited to government owned, rented, and leased vehicles, will practice Risk Management (RM) IAW 20 AFI 91-1 until superseded by AFGSCI 91-1.

5.1.1. If government vehicle operators are outside of their 20 AF home station, it is the supervisor's responsibility to counsel the operator on the below items before operating the vehicle. Keep in mind this is not a comprehensive list and supervisors can add applicable information.

6.1. Develop TCF inspection checklists (see Attachment 2).

7.1.1. Provide, maintain and equip a TCF facility.

7.1.2. Assign a TCF OIC and/or NCOIC.

7.1.3. (Deleted)

7.1.4. Implement, as required, RM driver risk assessment procedures and take steps to mitigate moderate to high-risk situations.

7.2. Group responsibilities:

7.2.1. Group commanders, or designated representative (no lower than squadron commander), will:

7.2.1.1. (Added) Authorize travel in TC RED.

7.2.1.2. (Added) Authorize use of non-approved routes of travel.

7.2.1.3. (Added) Authorize use of road probes. This may be delegated no lower than the squadron commander.

7.2.1.4. (Added) Implement, as required, wing-approved RM driver risk assessment procedures and take steps to mitigate moderate to high-risk situations.

7.2.2. Flight commanders, missile combat crew commanders, flight chiefs, or equivalent will:

7.2.2.1. (Added) Authorize travel in TC Yellow.

7.2.2.2. (Added) Implement, as required, wing-approved RM driver risk assessment procedures and take steps to mitigate moderate to high-risk situations.

7.3. TCF OIC and/or NCOIC will:

7.3.1. Ensure TCF controller training program is implemented.

7.3.1.1. Appoint a TCF instructor.

7.3.1.3. Establish qualification requirements for personnel assigned to TCF.

7.3.2. Ensure TCF has direct communication links with MSC, MMOC, ACP and Wing Command Post.

7.3.6. When possible, TCF personnel will have a valid security clearance.

7.4. TCF Controller(s) will:

7.5. TCF Instructor(s) will:

7.5.1. Implement a TCF controller training program.

7.5.4. Develop and maintain lesson plans for all TCF tasks.

Attachment 1

TRAVEL CONDITIONS

Table A1.1. Travel Conditions.

Condition	GREEN	YELLOW ^{2, 3}	RED
Winds	<35 Knots ¹	35-45 Knots Sustained ¹	>45 Knots Sustained ¹
Visibility	>0.5 Mile	0.1 to 0.5 Mile	<0.1 Mile
Snow	None	0.5" To 6"	>6"
Drifting Snow/Packed Snow/Ice	None	Patchy	Mostly Covered
Standing Water/Rain	Dry	<0.5"	>0.5"
Hail/Freezing Rain/Sleet	None	Scattered/Early Accumulation	Road Glazed/Covered
Mud	None	Passable	Impassable or Significant Loss of Traction
<p>¹Special Purpose Vehicles will use wind limits in Technical Orders. Wind speed detection equipment at MAFs may be used to determine wind speeds in Flight.</p> <p>²Group commander permission is required for any lone member dispatching during TC YELLOW. Group commander may delegate no lower than squadron commander. Any individuals authorized to travel alone in TC YELLOW MUST travel in a 4-wheel drive radio-equipped vehicle.</p> <p>³Mobile Maintenance teams may travel as a lone driver when team must split to recover a disabled vehicle.</p>			

Attachment 2 (Added)

TCF INSPECTION CHECKLIST

Figure A2.1. (Added) TCF Inspection Checklist.



 20 AFI 24-301 CHECKLIST		PAGE 1 OF 2 PAGES	
SUBJECT <i>TRANSPORTATION CONTROL CENTER (TCC) OPERATIONS</i>		OPR	DATE
NO.	ITEM	TASK ACCOMPLISHED	REMARKS
TCC Activities:			
1.	Does TCC serve as the unit commander's single agency for tracking military vehicle movement(s) in the missile complex? (Ref: 20 AFI 24-301, para 2)	Y N	
2.	Does TCC operate 24 hours a day, 7 days a week? (Ref: 20 AFI 24-301, para 2.1.1)	Y N	
3.	Monitor and track all military vehicle movements within the missile complex. (Ref: 20 AFI 24-301, para 2.1.2)	Y N	
4.	Monitor vehicle incidents that may impact unit personnel or unit's ability to conduct operations. (Ref: 20 AFI 24-301, para 2.1.3)	Y N	
5.	Track and record missile complex road conditions. (Ref: 20 AFI 10-301, para 2.1.4)	Y N	
6.	Set Travel Conditions (TC) IAW Attachment 1 based on the weather and vehicle crew reports. (Ref: 20 AFI 24-301, para 2.1.5)	Y N	
<u>Wing commander or designated representative will:</u>			
7.	Provide, maintain and equip a TCC facility. (Ref: 20 AFI 24-301, para 7.1.1)	Y N	
8.	Assign a TCC OIC and/or NCOIC. (Ref: 20 AFI 24-301, para 7.1.2)	Y N	
9.	Develop and maintain a missile complex folder for each missile complex vehicle. (Ref: 20 AFI 24-301, para 3.7)	Y N	
11.	Implement, as required, ORM driver risk assessment procedures and take steps to mitigate moderate to high-risk situations. (Ref: 20 AFI 24-301, para 7.1.4)	Y N	
<u>Group commanders, or designated representative no lower than squadron commander, will:</u>			
12.	Authorize travel in road TC RED. (Ref: 20 AFI 24-301, para 7.2.1.1)	Y N	
13.	Authorize use of non-approved routes of travel. (Ref: 20 AFI 24-301, para 7.2.1.2)	Y N	
14.	Authorize use of road probes. This may be delegated no lower than the squadron commander. (Ref: 20 AFI 24-301, para 7.2.1.3)		
15.	Implement, as required, wing-approved ORM driver risk assessment procedures and take steps to mitigate moderate to high-risk situations. (Ref: 20 AFI 24-301, para 7.2.1.4)	Y N	
<u>Flight commanders, flight chiefs, or equivalent will:</u>			
16.	Authorize travel in TC Yellow. (Ref: 20 AFI 24-301, para 7.2.2.1)	Y N	
17.	Implement, as required, wing-approved RM driver risk assessment procedures and take steps to mitigate moderate to high-risk situations. (Ref: 20 AFI 24-301, para 7.2.2.2)	Y N	

Figure A2.1. (Continued) TCF Inspection Checklist.

 20 AFI 24-301 CHECKLIST		PAGE 2 OF 2 PAGES	
SUBJECT TRANSPORTATION CONTROL CENTER (TCC) OPERATIONS		OPR	DATE
NO.	ITEM	TASK ACCOMPLISHED	REMARKS
<u>TCC OIC and/or NCOIC will:</u>			
18.	Ensure TCC controller training program is implemented. (Ref: 20 AFI 24-301, para 7.3.1)	Y N	
19.	Appoint a TCC instructor. (Ref: 20 AFI 24-301, para 7.3.1.1)	Y N	
20.	Certify tasks in controller's training records. (Ref: 20 AFI 24-301, para 7.3.1.2)	Y N	
21.	Ensure TCC has direct communication links with Missile Security Control (MSC), Missile Maintenance Operations Center (MMOC) and Wing Command Post. (Ref: 20 AFI 24-301, para 7.3.2)	Y N	
22.	Develop and maintain local OIs, emergency action checklists/quick reaction checklists as required. (Ref: 20 AFI 24-301, para 7.3.3)	Y N	
23.	Establish procedures to track all military vehicles operating in the missile complex. (Ref: 20 AFI 24-301, para 7.3.5)	Y N	
24.	Ensure all TCC personnel have a valid security clearance. (Ref: 20 AFI 24-301, para 7.3.6)	Y N	
25.	Implement procedures to ensure immediate relay of emergency information to lateral, subordinate and, if necessary, civilian agencies. (Ref: 20 AFI 24-301, para 7.3.7)	Y N	
26.	Establish vehicle tracking priorities. Protection Level 1 movements will receive priority over all other vehicle movements. (Ref: 20 AFI 24-301, para 7.3.8)	Y N	
<u>TCC Controllers will:</u>			
27.	Track all military vehicles operating in the missile complex and follow established tracking priorities. (Ref: 20 AFI 24-301, para 7.4.1)	Y N	
28.	Track team departure and arrival times. (Ref: 20 AFI 24-301, para 7.4.2)	Y N	
29.	Continuously track all Protection Level 1 movements in conjunction with MSC. (Ref: 20 AFI 24-301, para 7.4.3)	Y N	
30.	Obtain periodic road and weather conditions from missile alert facilities and trips traveling within the missile complex. (Ref: 20 AFI 24-301, para 7.4.5)	Y N	
31.	Promptly notify Wing Safety office of military vehicle related mishaps and accident scene location information. (Ref: 20 AFI 24-301, para 7.4.6)	Y N	
<u>TCC Instructor(s) will:</u>			
32.	Implement a TCC controller-training program. (Ref: 20 AFI 24-301, para 7.5.1)	Y N	
33.	Conduct and document initial controller training. (Ref: 20 AFI 24-301, para 7.5.2)	Y N	
34.	Conduct and document recurring and remedial controller training, as necessary. (Ref: 20 AFI 24-301, para 7.5.3)	Y N	
35.	Develop and maintain lesson plans for all TCC tasks. (Ref: 20 AFI 24-301, para 7.5.4)	Y N	
36.	Review lesson plans annually and document review. (Ref: 20 AFI 24-301, para 7.5.5)	Y N	

BY ORDER OF THE COMMANDER TWENTIETH AIR FORCE INSTRUCTION 24-301
TWENTIETH AIR FORCE

1 SEPTEMBER 2009



Transportation

**TRANSPORTATION CONTROL CENTER (TCC)
OPERATIONS AND VEHICLE OPERATIONS
WITHIN AND OUTSIDE THE MISSILE FIELD
COMPLEX**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction establishes Transportation Control Center (TCC) guidance; Government owned, leased and rented vehicle operations within and outside the missile field complex for Twentieth Air Force Intercontinental Ballistic Missile (ICBM) units. It outlines 20 AF and unit responsibilities. Units may supplement this instruction as needed. Maintain and dispose of records created as a result of prescribed processes in accordance with AFMAN 37-139, *Records Disposition Schedule*. Comply with AFI 33-332, *Air Force Privacy Act Program*, for documents containing Privacy Act information. Comply with DoD Regulation 5400.7/Air Force Supplement/AFSPCSUP1, *DoD Freedom of Information Act Program*, Chapter 4, for documents containing For Official Use Only information.

1. Terms Explained.

- 1.1. Qualification. The process of qualifying controller tasks will be annotated in the controller's training records.
- 1.2. Missile complex. Area encompassing all missile squadrons at a unit.
- 1.3. Military vehicle. Includes owned, leased and rented vehicles assigned to or used by the unit.
- 1.4. Government vehicle operator. Anyone driving a government owned, leased or rented vehicle.

2. TCC Activities. TCC serves as the unit commander's single agency for tracking military vehicle movement in the missile complex. The TCC works closely with group/squadron commanders, Missile Security Control (MSC) and Missile Maintenance Operations Center (MMOC) to ensure all dispatching teams comply with established dispatch/travel policies during all road conditions, in order to maximize safety/security.

2.1. The TCC will:

2.1.1. Operate 24 hours a day, 7 days a week.

2.1.2. Monitor and track all military vehicle movements within the missile complex.

2.1.3. Monitor vehicle incidents impacting unit personnel or the unit's ability to conduct operations.

2.1.4. Track and record missile complex road conditions.

2.1.5. Set Travel Conditions (TC) IAW Attachment 1 based on the weather and vehicle crew reports.

2.1.6. Coordinate changes to TC with the wing commander (TC RED) or SFG, OG, MXG and MSG commanders (TC YELLOW).

2.1.6.1. Upgrading TC (YELLOW to GREEN, RED to YELLOW or GREEN) requires verification and approval.

2.1.6.1.1. TCC will consult the group commander of the agency requesting upgrade of TC from YELLOW to GREEN but all group commanders will be notified of change, if approved.

2.1.6.1.2. TCC will consult the wing commander to upgrade TC from RED to YELLOW or GREEN. This may be delegated to no lower than group commander.

3. Vehicle Operator Responsibilities Within the Missile Field Complex.

3.1. In vehicles with limited visibility (e.g., tractor trailer type vehicles, HUMVEEs, M-vans, S-vans, etc.), operators will use spotters when backing or negotiating tight turns. When a non limited visibility vehicle has a lone operator and no spotter is available, the vehicle operator will perform a vehicle walk around to identify hazards prior to backing.

3.2. All Payload Transporter, Transporter Erector, Missile Transporter or Periodic Maintenance Team vans will be parked in approved parking areas or on pads. Pads/approved parking areas will allow a separation of 10 feet from edge to edge between any portion of the parked vehicles, except during booster roll transfer procedures. Secured (i.e. fenced-in) parking is the primary option and should only be deviated from in limited instances.

3.3. All 2M0XX tractor/trailer operators will use approved Twentieth Air Force checklists to prepare and operate a tractor trailer.

3.4. All trips traveling to/from/within the missile complex must contact TCC prior to their departure and upon arrival at their destination. Conduct trips in support of Treaty Compliance Inspections IAW appropriate Treaty Annexes.

3.5. Pass trip information to TCC via landline, cell phone, radio, fax or e-mail prior to departure from the support base, MAF or LF.

3.5.1. At a minimum, trips will provide TCC with trip number/call sign, registration number, number of personnel, destination, travel route, estimated arrival time, and any authorized stops.

3.6. Primary and secondary routes are the authorized routes of travel for government motor vehicles.

3.6.1. All trips will use only approved routes of travel to their destination unless the appropriate authority validates a deviation. Obtain authorization prior to trip departure, when possible. Any additional deviations require approval from the appropriate authority.

3.6.2. Security Force response teams responding to a real world Covered Wagon, Helping Hand, In-Field Response, Back-up Force or emergency situation involving possible loss of life or limb may use other routes of travel. In these cases, security force response teams are authorized to use any maintained township, county, state or federal roadway. Security Forces units will conduct familiarization training for these seldom-used routes upon squadron commander approval.

3.6.3. Missile field maintenance personnel will inform TCC when vehicles must travel on other than primary and/or secondary routes to accomplish repairs and inspections on their equipment.

3.7. Each wing will develop and maintain a missile complex folder for each missile complex vehicle.

3.7.1. The folder will identify directions to each LF and MAF from home base. The directions will clearly indicate primary routes (route certified and paid for by Defense Access Roads funds...vehicles over 20,000 pounds GVWR) and secondary/alternate routes (all other routes approved for use within the missile complexes), as well as road surfaces (paved, gravel, unpaved).

3.7.2. Roads other than primary and secondary routes, which may be used by SF response teams, will have road hazards (blind corners, sharp bends, railroad crossings, etc.) clearly indicated.

3.8. Private motor vehicle (PMV) travel is limited to approved tours and for extreme emergencies with approval. Individuals will not conduct PMV travel to the missile complex for mission-related reasons without appropriate group commander approval. Follow all pre-dispatch requirements when PMV travel in the missile complex is necessary to fulfill mission needs.

3.9. Short, periodic non-duty related rest stops are authorized as determined locally, when not prohibited by instructions or threat conditions. Notify TCC prior to stopping and upon travel continuation, for stops exceeding 10 minutes.

4. Travel Conditions (TC).

4.1. Road probes are used when road conditions for safe travel are questionable. After verifying current road conditions through TCC, weather services and individual state road

condition reports, it may be necessary to probe a road to determine if it meets the parameters for safe travel. Road probes will be conducted by highly experienced, supervisory personnel and only after proper risk assessment has been accomplished and is authorized.

4.2. Consult and adhere to the TC in Attachment 1. The chart defines TC and the criteria used to classify travel conditions as GREEN, YELLOW, or RED. (Vehicle operators should only report observed conditions, not designate a specific TC.)

4.3. IAW appropriate security guidance, security forces must provide immediate response to all alarm situations. Security forces must exhaust all attempts to respond prior to declaring all or parts of a site(s) as not accessible.

4.3.1. TCC permission is not required for security forces response to alarm situations regardless of road/weather conditions. However, the Flight Security Controller (FSC) or Missile Security Control (MSC) will contact TCC as soon as possible to obtain road condition information and departure information.

4.3.2. Each unit will ensure a process is in place so that SF flight leadership and TCC are notified of responses to alarm conditions. All other movements will be IAW this instruction.

4.4. For visiting teams, the team chief/senior individual is dispatch authority for team members for missile complex travel in TC GREEN/YELLOW. For TC RED, dispatch authority, is provided in conjunction with the wing commander.

5. Vehicle Operator's Responsibilities Outside the Missile Field Complex. 5.1 Government vehicle operators, to include but not limited to, government owned, rented and leased vehicles will practice Operational Risk Management (ORM) IAW 20 AFI 91-1, Para 3.

5.1.1. If government vehicle operators are outside of 150 miles of their 20 AF home station, it is the supervisor's responsibility to counsel the operator on the below items before operating the vehicle. Keep in mind this is not a comprehensive list and supervisors can add applicable information.

5.1.1.1. Is the operator familiar with the roads he or she will be traveling?

5.1.1.2. Is the operator familiar with the weather in the area he or she will be traveling?

5.1.1.3. Is the operator familiar with the vehicle he or she will be operating?

5.1.1.4. Brief the operator on safe vehicle driving habits.

6. Twentieth Air Force Responsibilities.

6.1. Develop TCC inspection checklists.

6.2. Maintain this instruction.

7. Unit Responsibilities.

7.1. Wing commander or designated representative will:

7.1.1. Provide, maintain and equip a TCC facility.

7.1.2. Assign a TCC OIC and/or NCOIC.

7.1.3. Authorize travel in TC RED.

7.1.4. Implement, as required, ORM driver risk assessment procedures and take steps to mitigate moderate to high-risk situations.

7.2. Group commanders, or designated representative (no lower than squadron commander), will:

7.2.1. Authorize travel in TC YELLOW.

7.2.2. Implement, as required, wing-approved ORM driver risk assessment procedures and take steps to mitigate moderate to high-risk situations.

7.3. TCC OIC and/or NCOIC will:

7.3.1. Ensure TCC controller training program is implemented.

7.3.1.1. Appoint a TCC instructor

7.3.1.2. Certify tasks in controllers' training records.

7.3.1.3. Establish qualification requirements for personnel assigned to TCC

7.3.2. Ensure TCC has direct communication links with Missile Security Control (MSC), Missile Maintenance Operations Center (MMOC) and Wing Command Post.

7.3.3. Develop and maintain local OIs, emergency action checklists or quick reaction checklists as required.

7.3.4. Develop procedures to support battle staff operations.

7.3.5. Establish procedures to track all military vehicles operating in the missile complex.

7.3.6. Ensure all TCC personnel have a valid security clearance.

7.3.7. Implement procedures to ensure immediate relay of emergency information to lateral, subordinate and, if necessary, civilian agencies.

7.3.8. Establish vehicle tracking priorities. Protection Level 1 movements will receive priority over all other vehicle movements.

7.4. TCC Controller(s) will:

7.4.1. Track all military vehicles operating in the missile complex and follow established tracking priorities.

7.4.2. Track team departure and arrival times.

7.4.3. Continuously track all Protection Level 1 movements in conjunction with MSC.

7.4.4. Not delay Security Forces personnel responding to alarm situations regardless of road/weather conditions per paragraph 4.3.1.

7.4.5. Obtain periodic road and weather conditions from missile alert facilities and trips travelling within the missile complex, and provide this information to teams departing or travelling within the missile complex as well as unit/wing leadership.

7.4.6. Promptly notify Wing Safety office of military vehicle related mishaps and accident scene location information.

7.5. TCC Instructor(s) will:

- 7.5.1. Implement a TCC controller training program.
- 7.5.2. Conduct and document initial controller training.
- 7.5.3. Conduct and document recurring and remedial controller training, as necessary.
- 7.5.4. Develop and maintain lesson plans for all TCC tasks.
- 7.5.5. Review lesson plans annually and document review.

GARY W. POND, Colonel, USAF
Vice Commander

Attachment 1
TRAVEL CONDITIONS

Table A1.1. Travel Conditions.

Condition	GREEN	YELLOW ²	RED
Winds	<35 Knots ¹	35-45 Knots Sustained ¹	>45 Knots Sustained ¹
Visibility	>0.5 Mile	0.1 to 0.5 Mile	<0.1 Mile
Snow	None	0.5" To 6"	>6"
Drifting Snow/Packed Snow/Ice	None	Patchy	Mostly Covered
Standing Water/Rain	Dry	<0.5"	>0.5"
Hail/Freezing Rain/Sleet	None	Scattered/Early Accumulation	Road Glazed/Covered
Mud	None	Passable	Impassable or Significant Loss of Traction
¹ Special Purpose Vehicles will use wind limits in Technical Orders. Wind speed detection equipment at MAFs may be used to determine wind speeds in Flight. ² Wing commander permission is required for any lone member dispatching during TC YELLOW. SFG, OG, MXG and MSG leadership and representatives designated (in writing), may travel alone provided permission is obtained from owning group commander during TC YELLOW. These individuals MUST travel in a 4-wheel drive radio-equipped vehicle.			